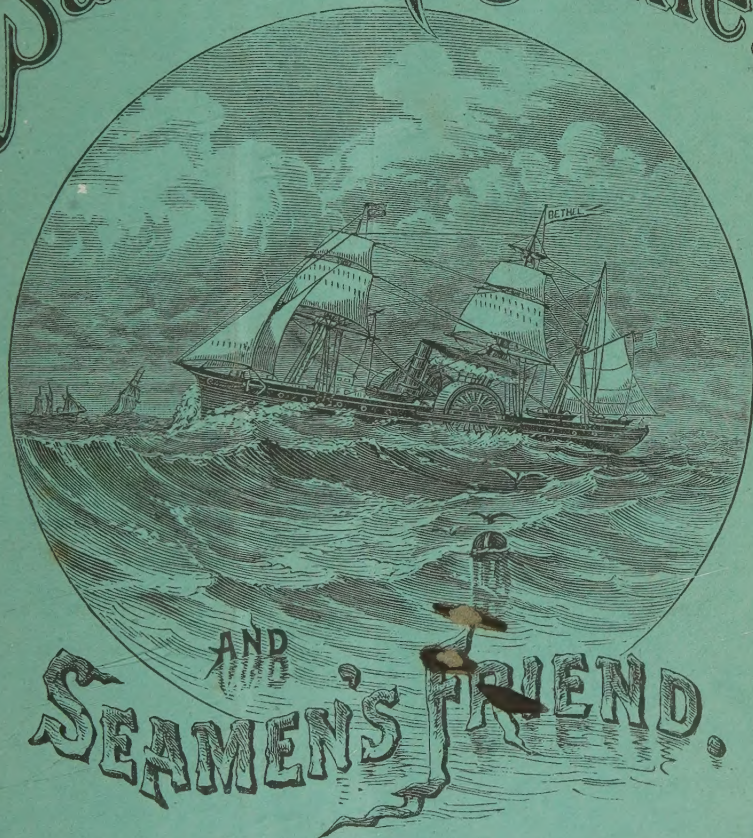


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No. 10.

THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.* POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year.*

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Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter.* The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.



Vol. 44

OCTOBER, 1872.

No. 10.

OF THE SAMOAN OR NAVIGATOR'S ISLANDS,

From which a messenger has reached this country, ceding them to the United States, Rev. S. C. DAMON, D. D., Chaplain of this Society at Honolulu, S. I., writes to us fully.—ED. SAILORS' MAGAZINE.

It was represented, says Rev. Dr. DAMON, that the petition of cession was signed by the two rival high chiefs and one hundred and twenty-one petty chiefs. These documents were translated into the Samoan language by one of the English missionaries, and duly certified by the British and German Consuls. It appears that these islands were discovered just one hundred years ago (1772) by "the Dutch 'three-ship expedition' under the command of Roggenwein"—so asserts the Rev. Dr. Turner in his "Nineteen Years in Polynesia." The French navigator La Perouse followed in 1787, and while recruiting at Tutuila, there occurred the massacre of Lieutenant M. de Langle and another officer and ten sailors, but how many of the natives is not known. This unfortunate circumstance branded the natives of the group as a treacherous and bloody race, which was about as far from the

truth as could be imagined. Dr. Turner remarks in regard to this massacre: "The only inference, probably, which ought to be drawn from this tragic occurrence was, that heathen nations have a keen sense of justice, and that if men will go upon the disproportionate principle of a life for a tooth, and shoot a man for a trifle, they must abide the consequences. It is certain to be avenged, and alas, it is often the case that vengeance falls not on the guilty, but on some unsuspecting visitor who may subsequently follow."

During the following next half century the Samoans remained for the most part unvisited and much dreaded. In 1830 the enterprising and resolute apostle of missions in the South Seas, the Rev. John Williams, visited the islands, and left some native teachers or missionaries among the people. In 1836 six mission families, under the patronage of the London Mis-

sionary Society, commenced their labors on this group, and probably no more faithful and earnest men ever went forth to preach the gospel among the heathen. They were subsequently followed by men of similar spirit; hence the Samoan Mission has been one of the most successful and prosperous missions in the South Seas.

The United States Exploring Expedition under Wilkes visited the group in 1839, and thoroughly explored and surveyed the whole group. According to this authority, the group contains 2,650 square miles, on the following islands:

Savaii,	700
Upolu,	560
Tutuila,	240
Manono,	9
Apolima,	7
Manua,	100
Oloosinga,	24
Ofoo,	10

These eight islands form the group, and they are situated in the South Pacific between 168° and 173° west longitude, and 13° 30' and 14° 30' south latitude. They lie directly upon the track of the Australian line of steamers, and in most instances these steamers would sight the islands if they did not call. They are of volcanic formation, and are surrounded by coral reefs. The mountains of Savaii are over 4,000 feet high. The soil is rich and productive. Breadfruit, bananas, coffee, cotton and all the tropical fruits and vegetables grow in abundance.

These beautiful islands have attracted the attention of speculators and business men of San Francisco, where a company has been organized, entitled "The Samoan Commercial and Agricultural Company." Mr. Stewart has visited the islands as their agent, and according to report, he has purchased three hundred and thir-

ty thousand (330,000) acres of land—100,000 on Tutuila, and 230,000 on the islands of Upolu and Savaii. The area occupied by these purchases would equal about one-fourth part of the whole group.

Much interest now centres upon the island of Tutuila, because upon this island is found the beautiful and commodious harbor of Pango-Pango. It is on the south side of the island, and perfectly land-locked, being an extinct crater. When a vessel has entered it, she is entirely shut out from a sea view. A very good description of this harbor is given by Wilkes, but it has more recently been surveyed by the officers of the United States ship *Narragansett*, commanded by Captain Meade. During the visit of this vessel, Captain Meade negotiated a commercial treaty with the chiefs of the island of Tutuila, or rather of the harbor of Pango-Pango. This treaty was signed on the 2d of March, 1872, and was promulgated by salutes and other accessory demonstrations. If required, this harbor will be made a coaling station of the Australian steamers.

Wilkes in 1839 estimated the population of the group at 53,000, but Turner, in 1863, reduces the population to 36,000, and it would not probably exceed 30,000. On the island of Tutuila there were, in 1866, 3,948. Unfortunately no stable central government has ever been organized, but rival chiefs have carried forward perpetual petty warfare for supremacy. Turner gives an account of a bloody war which raged on the islands of Upolu and Manua from 1849 to 1857, or during a period of nine years. It was like the war of the roses in England. We are sorry to learn that the slumbering embers of warfare still exist, ready to break out at any moment. All

writers upon Samoan affairs, Turner, Williams, Wilkes, Prichard, and recent visitors, refer to these bloody and unfortunate battles among the natives. It is to be feared that they will not cease until a strong central government is organized or the islands pass under the protection of some foreign power.

The principal commerce of the islands, after supplying recruits to ships (whale ships and guano vessels), consists of traffic in cocoanut oil. This is largely produced, but is principally carried forward by German and English merchants resident upon the islands.

As to missionary work in these Islands, the Rev. Dr. TURNER, previously referred to by Rev. Dr. DAMON, said at the last Baptist Missionary Anniversary, in London:

"Twenty-seven years ago I was appointed, in company with another missionary, to commence an institution for the instruction of native agents in the Samoan group of islands with which my name has been long identified. I am glad to tell you that after thirty-six years of missionary labor, heathenism as a system, throughout the ten interior islands of the group, has been abolished. You find there are interesting missions worked by a staff of nine European missionaries, and aided by about two hundred and forty of those noble men to whom you have already referred—native evangelists.

"I came to this country eleven years ago on my first furlough, after an absence of twenty years. I brought with me a correct copy of an entire edition of the Old and New Testament in the Samoan dialect. I spent two years in editing that volume, and went back to South Sea Islands with 10,000 copies of the book, furnished by the British and Foreign Bible Society. I am always glad to speak a word in favor of that noble institution. They furnished 10,000 copies at a cost of £3,000. In less than seven years the entire edition was in the hands of the natives, and the British and Foreign Bible Society was refunded to the entire amount of the cost. We go upon the paying and not the

pauper principle, and have done so since the commencement of the mission.

"These natives are an agricultural people. They have plenty of land, and to require them to pay for their Bibles leads them to value these books all the more. At the same time it is a very important means of developing the commercial resources of the island without at all interfering with our proper work as Christian missionaries. At the commencement of our Samoan mission these natives had never seen such a thing as a coin, a piece of money, or a resident trader. In such circumstances we had no alternative but to receive produce for the books, for we first printed book by book at our mission press, and bound them up in parts and sold them to the natives. We received payment in cocoa-nut oil, arrow-root, and various other articles of native produce. You can imagine that this unclerical work of measuring cocoa-nut oil, weighing arrow-root, and looking out for a passing trader in order to convert all into money, was a very uncongenial piece of business, and, more than that—it exposed the missionary character to the charge of trading for gain; whereas, if any one looked under the surface he could see at a glance that not one single penny went into the pocket of the mis-

sionary. All was carefully accounted for to a committee of brother missionaries, and by them transmitted to the Bible Society or the London Missionary Society, as the case might be.

"I am glad to tell you that now we are in more favorable circumstances in Samoa. Advancing civilization has there now its English stores, American stores, German stores; and the natives now take their native produce to the stores and receive money; and whether it is a book they wish to buy, or a contribution to the Missionary Society, they now bring us clean money. That, we pass again into the hands of merchants, receiving from them bills of exchange on Sydney, London or Hamburgh. You see to what a large extent the advancement of Christianity is at the same time the advancement of commerce. The £3,000 we have just paid to the Bible Society, what does that represent? So much native produce passed into the stores of merchants. And when you hear that the Samoans give to the London Missionary Society a contribution of £1,000 a year, mark the commercial side of that; it represents £2,000 of native produce—cocoa-nut oil, arrow-root cotton (for the natives are now cotton growers)—passed into the stores of merchants. It is just the same with clothing, which they require nowadays. Why do they require clothing? Ask a young woman selecting her dress at the counter of the

merchant, what she is going to do with it? She will stare at you for putting such a question, and if she condescends to reply it will be some such curt answer as this: 'Why should not I be as other people in the house of God on the Lord's day?' Ask the young man while he is selecting a black coat what he is going to do with it, he will give you the same reply perhaps; or perhaps he will tell you that as this is the month in which they are in the habit of giving a present to their native ministers, he is going to give this year the minister a present of a black coat.

"These natives now expend from £50,000 to £100,000 a year; and if you ask them why, simply that they may appear decent in the house of God on the Lord's day. Thus you perceive to what a large extent the advancement of Christianity is at the same time the advancement of the interests of commerce. Nay more, I would say, blot out Christianity from Samoa, and send the people back to their native heathenism, and what then? The merchants may shut up their stores tomorrow, the trading vessels may be sent elsewhere—nothing would remain there. I say nothing would remain there. There might be a little traffic in powder and shot, spirits and tobacco—at the best a disreputable traffic among such a people. It would not pay expenses; for it could only be carried on amid treachery of every name and form."

The *Nautical Gazette* (N. Y.) of August 24th, 1872, has a long article upon the islands of this group, which we here present as embodying very succinctly the freshest and most plentiful data concerning their commercial interest and importance. We acknowledge the courtesy of Mr. Wm. H. WEBB, for the use of the cuts which we print on pages 330 and 331.—ED. SAILORS' MAGAZINE.

Capt. E. Wakeman, who was W. H. Webb, of this city, makes despatched to the Samoa Group by the following report upon the com-

mercial value of these islands, and particularly of the harbor of Pago-Pago, in the island of Tutuila, one of said group, for a naval and coaling station for the newly established line of Australian Mail Steamers. Captain Wakeman's report is fully corroborated by Mr. Wm. Sneed, in his report recently made to the New Zealand Government, who despatched Mr. Sneed to this group for the purpose of examination, and to report upon their value, with a view to colonization by the government of that colony.

The harbor of Pago-Pago, in the Samoa group, lies in the direct track of the Australian Mail Steamers running from San Francisco, distant from the latter port, by steamers, about sixteen days, via Honolulu, and direct by sailing vessels, thirty to forty days; from New Zealand, by steamers, eight days; Melbourne and Sidney, fifteen to sixteen days.

The harbor of Pago-Pago was well known to the United States Navy, having been surveyed by the Wilkes' Expedition as early as 1837, and then pronounced the finest harbor for a *naval* station of any island in the Pacific ocean, little dreaming that it would ever be entered by a United States commercial steamer (the Australian Mail Steamer *Nebraska* of 2,350 tons, with a large number of passengers and full cargo on board from Australia, was taken in and out of this harbor by Mr. W. H. Webb, without difficulty on the night of April 1st, 1872.) The extract from a letter recently addressed to Mr. Webb by the Secretary of the Navy, (see page 337) shows the value which the Navy Department now attaches to the possession of this harbor. Commodore Reynolds, now chief of the Bureau of Equipment and Recruiting, was in command of one of the

vessels of Wilkes' Expedition while surveying the harbor of Pago-Pago.

Admiral Winslow, commanding the United States Pacific Squadron, to whom Capt. Wakeman submitted his report, being assured of the anxious desire of the natives that their group of islands should be annexed to the United States, and of the well authenticated, and since undoubted rumor, that the Prussian Government was about to take possession of the group, and the probability that the Australian line of steamers would make the port of Pago-Pago a coaling station, ordered Captain Richard W. Meade, commanding the United States steamer *Narragansett*, then lying in the harbor of Honolulu, to proceed without delay to the harbor of Pago-Pago.

This visit resulted in the making of a treaty with the native chiefs, "granting to the United States of America the *exclusive* privilege of establishing in said harbor of Pago-Pago, in the island of Tutuila, a naval station, for the use of the United States Government only," which has been presented to the Government of the United States, and received its favorable consideration.

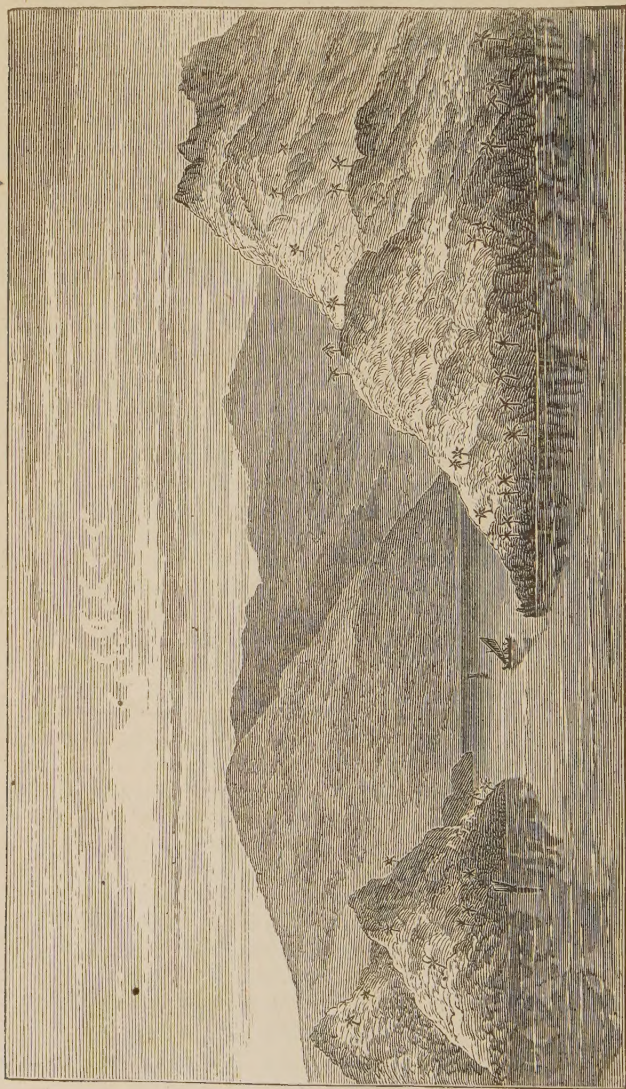
Thus, and so soon has this great advantage been secured to our Government and people by the establishment of the Australian Mail Line of Steamers, certain to be followed by obtaining the control for the American marine of the already important and growing commerce of the Middle and Southern Pacific Ocean.

The following is the letter of Capt. WAKEMAN :

AT SEA, Sept. 20th, 1872.

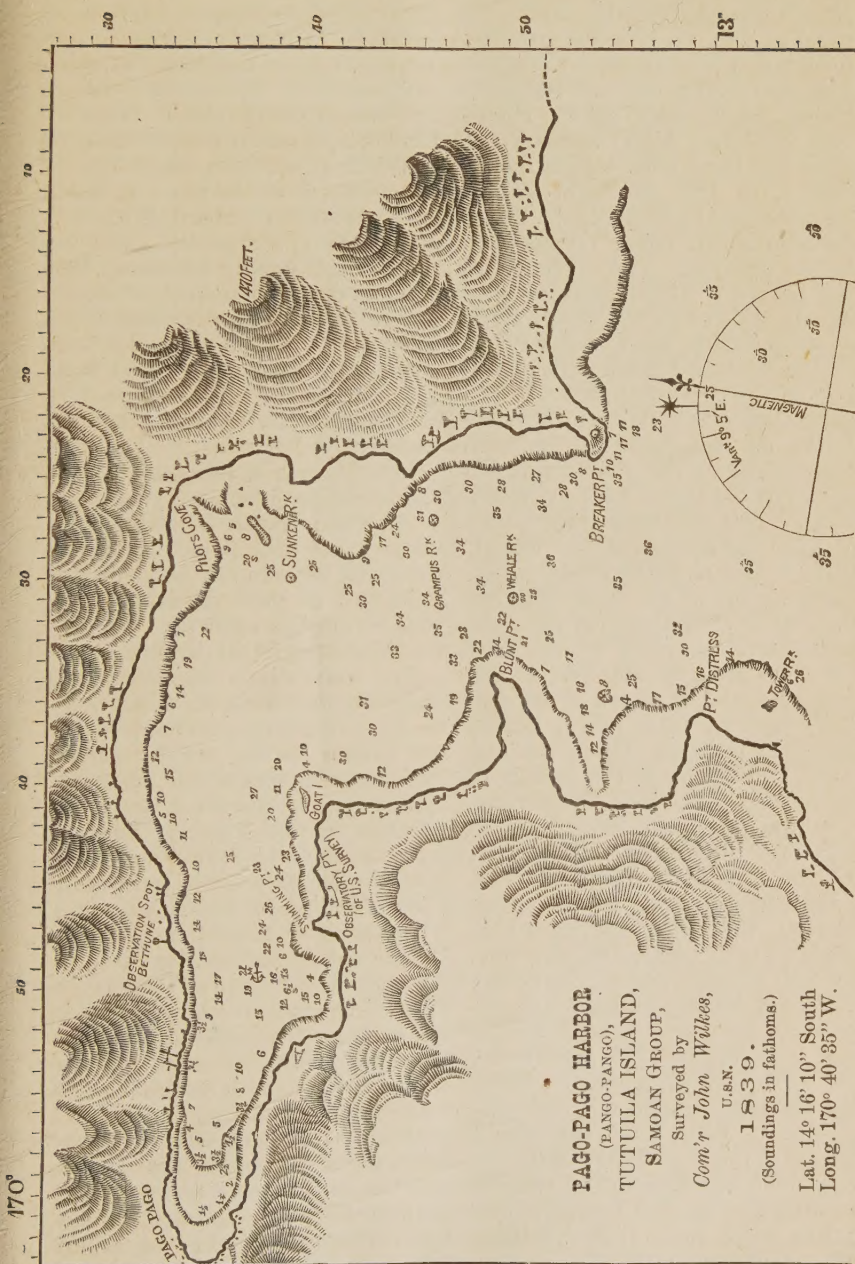
WILLIAM H. WEBB, Esq. : *Dear Sir*—In pursuance of your instructions, I left Honolulu July 30th, on

board the steamship *Nevada*, and proceeded to the Navigator Group of islands. On the night of August 8th, at 9.30 p. m., I was dropped into a quarter-boat with one man, off the harbor of Pago-Pago, island of Tutuila, without a deviation or detention of five minutes to the



ENTRANCE TO THE HARBOR OF PAGO-PAGO, TUTUILA ISLAND.

steamer. At 1.30, although quite dark, we had arrived at the head of the bay, in six fathoms of water, and alongside the brig *L. P. Foster*, she having anchored there the day before. At daylight I found myself in the *most perfectly land-locked harbor that exists in the Pa-*



cific Ocean. In approaching this harbor from the south, either by night or day, the mariner has unmistakable land-marks to conduct him into port; one on the port-hand, a high-peaked conical mountain 2,327 feet high; and on the starboard hand, a flat-topped mountain 1,470 feet in height—which keep sentinel on either hand. These landmarks can never be mistaken by the mariner. The entrance to the harbor is three-quarters of a mile in width between Tower Rock on the port side, and Breaker Point, on the starboard hand, with soundings of thirty-six fathoms. A little more than one mile from Breaker Point, on the starboard hand, to Goat Island on the port hand, we open out the inner harbor, which extends one mile west at a breadth of 3,000 feet abreast of Goat Island, to 1,100 feet at the head of the bay. Carrying soundings from eighteen fathoms to six fathoms at the head of the bay, the reefs which skirt the shore are from 300 feet to 500 feet wide, almost awash at low sea. They have at their (edge) border from four fathoms to five, six and eight, and deeper in the middle of the harbor. The hills rise abruptly around this bay, from 800 to 1,000 feet in height. They are covered from base to summit with a luxuriant growth of evergreen foliage; the little valleys which nestle at their bases, and the narrow belt of land which skirts the shore, are densely covered with cocoa-nut groves, banana, bread-fruit, orange, pine-apple, lime trees, and a variety of tropical plants. The different streams of fresh water which pour into the placid waters of the bay, dotted with canoes, some of which are capable of carrying 300 people, complete one of the most interesting pictures that can be contemplated.

The island of Tutuila is seventeen miles in length by five in breadth. There is nothing to prevent a steamer, night or day, from proceeding to her wharf. About half way from Breaker Point to Goat Island, and near mid-channel, is Whale Rock, with eight feet of water over it at low sea. It has a circumference of about fifty feet, and breaks frequently. A buoy renders this danger harmless. The services of a pilot can never be required by any one who has visited this port before, as the trade winds from E. S. E. carry a vessel from near Breaker Point with a free sheet on a N. N. W. course into the harbor.

Mr. Powell, a missionary, who has been a resident of this place twenty-two years, says that he never knew of a longer detention than nine days to any ships in that time, and of but one gale, which came from the eastward and unroofed a wing of his kitchen.

The trade winds are frequently liable to haul from E. S. E. to E. N. E., giving a ship a chance to get out with a leading wind. At the different quarters of the moon the tide rises four and a-half feet. The air was at 82 degrees, and the water 78 degrees during our stay. The passing showers of rain keep the ground moist and the air cool. There are 400 inhabitants around the shores of the bay, and I think 4,000 a fair estimate of the population of the whole island. About one-quarter of the island is susceptible of cultivation. Two places have been secured in the bay of Pago-Pago for your ships, the best that could be selected. As the trees, stone and earth, are close at hand to fill up with, and are free, nothing but the long piles for the fenders and plank for the wharf would be required to be shipped

from Puget Sound, as a deck-load, with coal below, and a wharf could be easily constructed with every facility at hand.

These people are a fine, large, muscular race; perfectly inoffensive, knowing little of the blessings of labor, as all their wants are supplied. Since every man is a land-owner, he is perfectly independent; but I have no doubt that in a short time, like the Sandwich Islanders, they would readily apply themselves to habits of industry. In the mean time good labor can be had from the adjacent isles, and a few Sandwich Islanders would soon teach them to work. Chinamen would be invaluable here. The productions of the island are on a soil of dark loam, and in spots a reddish-colored loam. The cocoa-nut, from which cobra is made—which is the pulp of the nut sliced and dried three days in the sun, to prevent mildew—grows in this loam. Cobra is worth \$100 per ton in Europe.

Bread-fruit and bananas, oranges, limes, sassafras, nutmeg, vinegar plant, curry, indigo, tara, sweet potatoes, yams, pine-apples, arrow-root, sugar-cane, cotton, coffee and a variety of tropical plants, including dye-woods, are found here. Indian corn grows also, two crops a year. The stalk is not so tall as in Illinois, but the cob is as long and the kernel as finely developed, and as good as the best. The cotton-tree is from 10 to 12 ft. in height, and 6 in. in diameter. It has large, spreading branches, the boll being about the size of an apricot, and breaks into three parts. The cotton is snow-white and a fine staple. About eight miles from Pago-Pago, over an easy grade, is Cocoa-nut Valley, which is about *seven miles long by five broad*. The soil is very rich, producing everything that the

tropics can grow. The foliage is so dense that the soil is always damp. Here the largest trees are found—one that is used as a pine, another is like mahogany, from which the pulpits in their churches are made, the bottoms of their canoes, their paddle and steering oars. Cocoa-nut and bread-fruit trees are used for the same purposes, but are more highly prized on account of their fruit.

There are various kinds of bread-fruit. Some are as large as the cocoa-nut with the husk on, and some about the size of a nut with the husk off.

Bread-fruit is roasted and eaten while hot, when it has the flavor of the sweet potato. From the bark of the tree most of the native clothing is made, and a gum which exudes from the trunk is used as pitch in the seams of the canoes, and is also chewed by the young of both sexes. It appears to be the same tasteless article which is so extensively used in all our schools.

The nutmeg tree grows to a height of 30 ft. and 10 in diameter. The fruit is the veritable nutmeg of commerce, although not so corrugated as the Borneo nut; it has more of an egg-shape. There is a parasitic plant in this valley, and almost all trees are covered with it. The leaf is heart-shaped, about three inches long and wide, also pretty thick. The vine is a creeper, as large as the little finger, and grows rapidly. Both leaf and vine are sarsaparilla in taste and every other respect. A decoction of the same is used with the best results in case of scrofula; it is a great blood purifier. At two and a-half miles from this valley, on an easy grade, is a lagoon which could with a little powder, used on the reef, be made to receive large

schooners. Nobody lives in the valley, and to purchase land quite a number of petty chiefs would have to be consulted.

Maungo is the principal chief of the island. He lives at the head of Pago-Pago bay, and holds his power more from factious causes and missionary influence than from any hereditary title derived from blood or birth. The little island of Anu, to the east of Tutuila, contains 200 inhabitants, and produces considerable cobra and cocoa-nut oil. It abounds in banana, tara, bread-fruit and cocoa-nut trees. On its summit, an elevation of 600 ft., a site for a light-house has been secured, as it can be seen alike from the north or south, and is right on a line with the ship course in passing. Being only seven miles from the entrance to Pago-Pago bay or harbor, the ships could pick up the port-lights and go immediately to the wharf in the darkest night. There are several fine harbors for schooners on both sides of Tutuila.

UPOLO.

On the 17th of August, left Pago-Pago and ran down before the wind and sea, on the "*L. P. Foster*," for Upolo Island. At 8 P. M., hove to off Fangaloa bay for the night, seventeen miles to winward of Apia harbor. On the 18th, at daylight, made sail and stood in for Apia, where we came to anchor at 10 A. M., in six fathoms of water, in front of McFarlan's house. Found the United States sloop of war "*St. Marys*" here. Called on the captain immediately and learned that he was from Tahiti, and would sail the next day for Phoenix Group, then to the Feejees, and be in Sidney about December. I informed him that there had been a mutiny at Baker's Island, and requested him to call and render what services might be

required. He said that his instructions were to sight all the islands without communicating, but that under the circumstances he would see to them. Called on Mr. WEBER, delivered my letters, and found him to belong to a Hamburg house of fifteen years' standing. He has two large ships now in port, of 800 tons each, one nearly loaded and others to follow in a few months. He has also four large schooners, two in port and two absent. He trades among the various islands down on the equator and brings their cargoes here, where they are received by the large vessels and dispatched for Hamburg. Two large ships are now due from his house, and they bring out articles of trade and take back principally cobra.

These ships, although they remain at Apia from six to nine months, carry home a freight of from \$80,000 to \$100,000.

On this group of islands, ten cocoanuts are purchased for one niggerhead of tobacco; on the islands near the equator, fifteen cocoanuts can be had for one plug. This Island of Upolo is justly called the Garden of the Pacific. There is probably no place in the world of equal dimensions which is so well watered at all points, with so many rivers flowing from the interior to the sea on both sides; so many fine large springs of pure cold water boiling up from the earth and flowing in thousands of silent little streams toward the sea.

I have had to ford, in passing over three miles of land along the shore, no less than five rivers, many of which contain some of the finest water-power that could be desired. The soil is generally a dark loam, in some places a redish loam. The cocoanut groves here excel any that I ever saw before, and extend far back from the sea into the mountains. Bread-fruit is also in

the greatest abundance and in the most perfect condition, there being about twelve varieties, some very large. Bananas are nowhere found in greater abundance, many varieties existing, all being very fine. The sugar China banana is, without exception, the most delicious fruit that can be found. Oranges are large in size, very juicy, and fine flavored. Citrons are very large and fine. The yams are the largest known in the world, and of the best quality. Limes are about the size of a common lemon. The largest mangrove in the world is found here, and has just the same flavor as the small ones elsewhere; also the mamma-apple, arrow-root, sassafras, vinegar-plant, and the ti-plant, the leaves of which constitute the whole wardrobe of both sexes. The root of this plant is larger than the California beet, containing about four times the amount of saccharine matter. Also, a great variety of tropical plants which are very valuable as medicines;—trees used for dye-woods, &c. But the great staple article is cotton, which is indigenous to the soil. Some of this cotton sold in Europe last year at eighty-seven cents per pound. When we know that the very best quality of sea island cotton in the world can be produced here with a profit of one shilling per pound, and a yield of 500 pounds to the acre, it is fair to presume that this is destined to become a very important article of commerce. The tree is from ten to twelve feet in height, and well filled with pods. Sugar-cane is a weed, it grows wild, is about twelve feet in height and filled with juice. Coffee is, like all the above named articles, indigenous. The only coffee estate which has been started is on the island of Sawii; in three years the trees were seven feet high, and produced fifteen pounds of coffee each. This

resembled Mocha more than anything else, from its small round bean, or kernel.

The French Catholic Mission at Apia is about to plant a large coffee estate, and has selected the top of one of the highest mountains in the vicinity. All vegetables are in abundance. Stringed beans two yards in length, peas and everything in that line. Indian corn, *two crops per year*. Sweet potatoes not so large as in California, but they cook mellow and have the same flavor. Tara, which is the main source of food in all the islands, is here, abundant, and, in the most perfect condition, also water-melons musk-melons, squashes, pumpkins, and all kinds of garden vegetables—as radishes, onions, lettuce. Everything that is put into the ground here does well. Tobacco is indigenous, but has not been cultivated to any extent, although it constitutes a principal article of trade. This island (Upolo) is about *thirty-eight miles long by ten broad*, and from the fact that the passing showers of rain visit it, has the most perfect system of irrigation that could be desired. I can see no reason why this isle, in a few years, should not become a Java, a Borneo, a Mauritius, a Ceylon, Cuba or a Barbadoes. And in fact, when a comparison of all the other islands is like a garden soil, and when we know that not more than a fourth part of all those islands and others which have contributed such immense wealth to the world's commerce are arable—the future importance of this group may be readily seen. The harbor of Apia is the best on the island of Upolo, although there are many both on the north side and the south. There were some twelve vessels in port when I was there, a French, Russian and American man-of-war, and two large merchant ships; the rest

were small craft. The harbor was well filled, and the ships rolled their bilges about five feet up and down for the first week, afterward it was smoother. They all lay moored head to the Trades. During the winter months, from December to April, the Trades are broken up and come from the northward, when it is about impossible to get out of this port with a square rigged-vessel. As the swell comes in from N. N. E. pretty heavily, a vessel must be well found with plenty of ground tackle to enable her to hold on. She must be anchored close under the reef abreast the American Consul's house. But *once in thirty years* has the wind in this port rated at a close-reefed breeze; as the winds are never in proportion to the waves, it is conclusive, as the records show, that the hurricanes which sweep over the Feejees yearly with such fury, travel to the left hand from northwest over the Feejees, down to 18 or 20° south lat., and revolve over the Tongesa Group and to the northward of the Samoa group.

A basin could be created at Apia by cutting 1000 feet through the beach, which is $4\frac{1}{2}$ feet above high water mark, to a lagoon where the ships would float in *fresh* water protected from all weathers, at a cost of about \$30,000. The air is 85 to 90°, water 80°. I will conclude my limited remarks in regard to the island of Upolo by saying that I know of no other island, with the same form of government, which all the chiefs are willing and desirous of ceding to the Americans, and which would in that event be so valuable. From its commanding position in mid-Pacific, with the control of the commerce of all the islands which are contiguous to this group, Australia and New Zealand at their doors and the Pacific coast of America to supply

with sugar, coffee, &c., no other group afford equal facility for a Naval Station, as well as a Coal Depot for steamers, with a brilliant future for a most lucrative and extensive commercial enterprise.

Of the 150 Europeans, all told, upon this island, all are strongly in favor of having American laws established over these islands. I estimate the inhabitants of this isle at 10,000.

SAWII.

The great island of Sawii, which is a few miles to the west of Upolo, is *thirty-nine miles long and twenty broad*. There are about twelve miles in the middle of this isle which is like about two-thirds of the Sandwich Islands, a burnt cinder, upon which nothing can grow. All the rest of the island is like Upolo, the same soil and climate, with easy undulating hills and extensive plains. Also, the same products, with the exception that the *Irish potato* grows on the uplands which are higher than in any of the rest of the group. There is a good trail completely around the island, which contains 10,000 inhabitants in 80 villages. It has *no good harbor*, but many anchorages in different parts. It is not so well watered as Upolo but has abundant springs which, together with the rain, are all that is needed to produce every thing in abundance.

ROSE ISLAND.

Rose island is the most eastern of all this group. It is a small angular-covered reef just above water. Mr. WEBER bought it for \$100 in trade, some years ago, to plant cocoanut trees on it, but they all died, as there was too much guano. It is a great resort for birds, turtle and fish.

GREAT MANUA.

Great Manua rises precipitously 400 feet from the sea like a dome, and then more gently to a height of 2,500 feet. It is *sixteen miles in circumference* and abounds in cocoanuts, bread-fruit, bananas, tara, sweet-potatoes, yams and all tropical fruit; also, pigs, fowls, &c. Fresh water is difficult to obtain; it is also difficult to land on the island, as is the case with a very large number of islands in the Pacific. There are very few islands which have good anchorage. The next island, distant seven miles, is Olosega. It is a narrow ledge of rocks rising nearly perpendicularly from the sea on both sides, and is *three miles in length*. It has no inhabitants at present. The next island is Opa, a small isle close to Olosega and resembling it; it has but few inhabitants; vegetation the same as that of Manua. Fifteen tons cocoanut oil are made in these islands annually. There are about 500 inhabitants on them. The distance from this group to Tutuila is about sixty miles, no dangers between. The distance between Tutuila and Upolo is thirty-six miles *free from all dangers*. From Upolo to Sawii about eight miles, no dangers between. The natives of this group are, no doubt the finest looking people in the Pacific (bright copper color), and certainly may be classed among the most moral people in the world; they are all Christians. I shall now close my limited remarks on this group; and, as I have said before, when a fair comparison is made between all the islands which I have mentioned and others, such as the Sandwich islands, which certainly contain not more than one-fourth arable land, the rest being a burnt cinder—the balance is in favor of these islands.

Scarcely a foot of ground upon the whole island of Upolo can be found that is not capable of yielding, most abundantly, not only the products above mentioned, but also many other articles of value, such as medicines and dye-woods. When we add to this island an equal amount of the same kind of land products on the island of Sawii and about one-fourth of the isle of Tutuila, which is in valleys, and the numerous hill-sides ready to be converted into coffee estates, with the most perfect system of irrigation in the world, from the passing showers, with a climate and soil unequalled in the tropics; no reefs nor sunken dangers, plenty of good harbors, and the best in the Pacific; no hurricanes or local diseases, inhabitants the most inoffensive, hospitable and best looking Christians on the Pacific—the future importance of this group will be readily seen.

(Signed) E. WAKEMAN.

The following is an extract of a letter from the Hon. Secretary of the Navy, addressed to W. H. Webb:

“WASHINGTON, June 12th, 1872.

“The Department is fully aware of the convenient position of the Navigators' Islands, as a stopping place between San Francisco, New Zealand and Australia; and also of the advantage of the land-locked harbor of Pago-Pago as a place for a naval and coaling station, repairing ships, and generally as a mercantile post; also, of its natural capacities for defence, in which it has the preference over the reef-locked harbors in its vicinity, or any harbor in that portion of the Pacific.

“Wishing you a successful prosecution of your enterprise in your

attempt to bridge over by steam the vast distance of sea which separates our west coast from that of Australia and New Zealand,

"I am, very respectfully,

"GEORGE M. ROBESON,

"Secretary of the Navy.

"WM. H. WEBB, Esq.,"

The Three Bells.

BY JOHN G. WHITTIER.

Many readers will remember Captain Leighton, of the English ship *Three Bells*, who some years ago rescued the crew of an American vessel sinking in mid-ocean. Unable to take them off in the storm and darkness, he kept by them until morning, running down often during the night, as near to them as he dared, and shouting to them through his trumpet, "Never fear! Hold on! I'll stand by you!"

Beneath the low hung night cloud
That raked her splintering mast,
The good ship settled slowly,
The cruel leak gained fast.

Over the awful ocean
Her signal guns pealed out.
Dear GOD! was that thy answer
From the horror round about?

A voice came down the wild wind,
"Ho! ship ahoy!" its cry:
"Our stout Three Bells of Glasgow
Shall stand till daylight by!"

Hour after hour crept slowly,
Yet on the heaving swells
Tossed up and down the ship-lights,
The lights of the Three Bells!

And ship to ship made signals,
Man answered back to man,
While oft, to cheer and hearten,
The Three Bells nearer ran;

And the captain from her taffrail
Sent down his hopeful cry,
"Take heart! Hold on!" he shouted,
"The Three Bells shall stand by!"

All night across the waters
The tossing lights shone clear:
All night from reeling taffrail
The Three Bells sent her cheer.

And when the dreary watches
Of storm and darkness passed
Just as the wreck lurched under,
All souls were saved at last.

Sail on, Three Bells, forever,
In grateful memory sail!
Ring on, Three Bells of rescue,
Above the wave and gale!

As thine, in night and tempest,
I hear the Master's cry,
And tossing through the darkness,
The lights of God draw nigh!

Atlantic Monthly.

Comfort in the Dark Hour.

"There never was such affliction as mine," said a poor sufferer, restlessly tossing in her bed in one of the wards of a city hospital. "I don't think there ever was such a racking pain."

"Once," was faintly uttered from the next bed.

The first speaker paused for a moment; and then, in a still more impatient tone, resumed her complaint.

"Nobody knows what I pass through. Nobody ever suffered more pain."

"One," was again whispered from the same direction.

"I take it you mean yourself, poor soul! but——"

"Oh! not myself; not me," exclaimed the other; and her pale face flushed up to the very temples, as if some wrong had been offered, not to herself, but to another.

She spoke with such earnestness that her restless companion lay still for several seconds and gazed intently on her face. The cheeks were now wan and sunken, and the parched lips were drawn back from the mouth as if by pain. Yet there dwelt an extraordinary sweetness in the clear gray eyes, and a refinement on the placid brow, such as can only be imparted by a heart-acquaintance with Him who is "full of grace and truth."

"Oh! not myself! not me!" she repeated.

There was a short pause; and then the following words, uttered in the same low tone, slowly and solemnly broke the midnight silence of the place:

"And when they had platted a crown of thorns, they put it upon His head, and a reed in His right hand: and they bowed the knee before Him, and mocked Him, saying, Hail, King of the Jews! And

they spit upon Him, and took the reed, and smote Him on the head And when they were come unto a place called Golgotha, they gave Him vinegar to drink, mingled with gall. And they crucified Him. . . . And they that passed by reviled Him, wagging there heads. . . . And about the ninth hour Jesus cried with a loud voice, saying, My God, my God, why hast thou forsaken Me?"

The voice ceased, and for several minutes not a syllable was spoken. The night nurse rose from her chair by the fire and mechanically handed a cup of barley-water flavored with lemon-juice and sugar to the lips of both sufferers.

"Thank you, nurse," said the last speaker. "They gave Him gall for His meat; and in His thirst they gave Him vinegar to drink."

"She is talking about Jesus Christ," said the other woman, already beginning to toss restlessly from side to side. "But," added she, "talking about His sufferings can't mend ours—at least, not mine."

"But it lightens hers," said the nurse.

"I wonder how."

"Hush."

And the gentle voice again took up the strain:

"Surely He hath borne our griefs, and carried our sorrows. . . . He was wounded for our transgressions, He was bruised for our iniquities: the chastisement of our peace was upon Him; and with His stripes we are healed."

The following day, as some ladies visiting the hospital, passed by the cots, they handed to each a few fragrant flowers.

The gentle voice was again heard: "If God so clothe the grass of the field which to-day is, and to-morrow is cast into the oven, shall He not

much more clothe you, O ye of little faith?"

A few days passed slowly away, when, on a bright Sabbath morning, as the sun was rising, the nurse noticed the lips of the sufferer moving, and, leaning over her, she heard these words: "Going home, 'I have fought a good fight, I have finished my course, I have kept the faith. Henceforth there is laid up for me a crown of righteousness, which the Lord, the righteous Judge, shall give me at that day.'"

Her eyes closed, and the nurse knew that the hand of death was grasping the cords of life. A moment more and all was over; the soul had gone to dwell in that city where "there is no more death, neither sorrow nor crying; neither shall there be any more pain."—*Sword and Trowel, London.*

How the World Judges Christians.

There are persons who judge of Christians as a man would judge of apples, who should enter an orchard, and go stooping along the ground in search of them. He picks up one, a hard, green thing, no bigger than a walnut. He bites it; it is sour and bitter; it puckers up his mouth and sets his teeth on edge; "Ha!" he says, throwing the untimely fruit away, "I hear them speak of apples as being so delicious—I'm sure I don't think much of this one." He picks up another, which looks yellow. There's a hole in it, but he doesn't know what that means: so he bites into it, and finds a worm. "Bah! apples delicious indeed!" he cries in disgust; and then picks up a third, which is crushed by his touch, for it is rotten. So he condemns apples because he has looked for them upon the ground instead of on the trees above his head where they hang ripe and juicy. Just so men judge of Christians by the rotten ones on the ground.—*H. W. Beecher.*

"One of the Sweet Old Chapters."

One of the sweet old chapters,
 After a day like this—
 The day brought tears and trouble,
 The evening brings no kiss.

No rest in the arms I long for—
 Rest and refuge and home ;
 Grieved, and lonely, and weary,
 Unto the Book I come.

One of the sweet old chapters—
 The love that blossoms through
 His care of the birds and lillies,
 Out in the meadow dew.

His evening lies soft around them ;
 Their faith is simply to be.
 Oh ! hushed by the tender lesson,
 My God ! let me rest in thee !

For the Sailors' Magazine.

Another Sailor's Religious Experience.

In the spring of 1836, I was first mate on board a vessel, lying in a harbor in the state of Massachusetts, waiting for a fair wind to sail. The wind came fair on a Sunday morning, and the Captain gave orders to get the vessel under way, and go to sea. The order was promptly obeyed, and we were sailing out of harbor, while the bells were ringing and tolling for morning service. I could see the people on their way to the house of God. It had a very solemn effect upon me. I began at once to feel that I was a poor, condemned sinner. O, how solemnly those bells sounded. They seemed like the voices of God calling on me to repent. It appears now, as I am writing this, that I can almost hear them as I did then. After we had cleared the harbor, and everything was cleared up about the decks, I went down below in the cabin, and sat down to think of God. Those bells were ringing in my ears and heart. I felt that all my sins were before me, and God was calling me to repent of them then. I felt that there

was nothing but a plank between me and the eternal world. I hardly dared to go on deck for fear I should fall overboard and go into eternity in my sins. I then made up my mind and promised God that I would seek religion, and be a Christian. I was so wrought upon, and in such deep distress on account of my sins, that I was willing to let every one on board the vessel know my condition. I told the Captain how I felt, and asked him to pray for me, as I knew that he was a professor of religion. He told me he had backslidden so far that he did not feel as if he could pray with me, and that I must pray for myself. I bowed down before God in the cabin, and asked him to have mercy on me, a poor sinner. Oh ! I did feel that the voice of God was truly upon the great waters, and that he could find the way into a wicked sailor's heart, even causing the ringing of the church-bells to waken a sinner to a sense of his lost condition. I continued to pray for pardon for some ten days or more, then God smiled on me, and took away my burden of sin. I no longer prayed for pardon, but began to praise God for his mercy, in giving his Son to die for me, and I am happy to say, although thirty-six years have passed away, that I am still praising him, and hope to do so in another world. I thank him that I heard those bells ring that Sabbath morning, for they influenced me to seek and find my Saviour.

I trust that these lines will meet the eye and heart of some brother sailor, who will go and do likewise, for God loves to hear and answer the prayers of those who feel their need of him. I now feel a deep interest for the sailor, and am trying to do something for the cause of seamen in the way of libraries, and other reading matter for their good. I have pledged myself, that

I will, every year, as long as I live: be the means of sending to sea, at least one library for the sailor.

I have already four afloat which I hear from occasionally, that they are doing a good work. Nos. 2,786, 2,787, 3,714, 3,785.

I have one other thing I wish to

say to encourage the sailor, that I followed the sea for a number of years in most capacities, and am now fifty-seven years of age. I never drank a glass of any kind of liquor in my life, and never saw the time when I needed one. I hope I never shall. E. N.

THREE SEVERE MARINE DISASTERS.

Seldom does it happen in the compass of so short a time, that we have to record such marine disasters as those which occurred in August, and of which we preserve the following information.—ED. SAILORS' MAGAZINE.

THE LOSS OF THE *METIS*.

The propeller *Metis*, Capt. C. L. BURTON, belonging to the Providence and New York Steamship Company, left New York on Thursday afternoon, August 29th, 1872, bound to Providence, R. I., with a full cargo, 104 passengers, and a crew of 45 souls. At about 4 a. m. on Friday, during a heavy gale, with a large sea running, the schooner *Nettie Cushing* of Thomaston, Me., collided with her and knocked a large hole in the steamer, which at once began to fill. Everybody was roused and urged to provide themselves with life-preservers, the boats were cleared away, but the *Metis* settled very fast and soon went down. Her upper works parted from the hull and many persons were enabled to save their lives by clinging to that portion of the wreck. Capt. BURTON and Capt. GEORGE B. HULL, agent of the line, refused to go in the life-boats, so as to give more room for passengers, and both were washed ashore on fragments of the pilot house. The accident occurred near Watch Hill, R. I., and by 8 o'clock about one half of the people of the *Metis* were landed, but many, probably over fifty persons, adults and children, found a watery

grave. The schooner was somewhat injured, but made its way safely, to New London. A government investigation has been had into the causes of the disaster, but at this writing has not made its report.

THE "BIENVILLE" DISASTER—OFFICIAL REPORT OF CAPT. JEFF. MAURY.

NASSAU, N. P., August 26th, 1872.

F. R. RABY, Agent P. M. S. S. Co., New York.

DEAR SIR: I have to report the total loss by fire of the chartered steamship *Bienville*, under my command, on the morning of August 15th, at sea, in latitude 25° 12' north; longitude 74° 15' west, by account. At 45 minutes past 3 a. m., August 15, the officer of the watch called me and reported that the ship was on fire in the fore hold. I gave the order to call the crew to "fire quarters" quietly, and have the pumps started, and the steam turned on to the fire extinguisher leading into the fore hold and forward freight-room, at the same time keeping the ship off before the wind and hauling down the head sails, leaving the head of the jib up, and stopping the engine. I had the hose let down to the fore hatch and one of the

hatches taken off, and made the attempt to get below with the water, but the volume of smoke was so great that I had to close the hatch immediately. I then had the water led to the forward ventilator, and started it below, at the same time having the hatches battened over with wet awnings and everything closed below. A few minutes after starting the water the steam pump was disabled by breaking the working-arm, and our supply of water was entirely cut off from that source. I then detached the chief officer and second officer to get the boats prepared for saving the passengers and crew, the remainder of the crew not so employed doing all they could with the hand-pumps and fire extinguisher, to keep the fire down. Four boats were lowered and dropped astern, with boat-keepers in them, manning the two large life-boats, which were on deck in the forward davits, and watered and provisioned them all, and took the dingey (smallest boat) aft on the quarter-deck; had a full supply of life-preservers served to all the passengers and extra ones on the quarter-deck for any one who might require them; also, had extra provisions and water placed aft on the quarter-deck. At half past five a. m., I could discover nothing coming from below but steam, and I was in hopes that the fire was so far smothered, that I would be enabled to run for Watling's Island, then distant about 65 miles by account. I had two of the boats hoisted at the after-davits and was preparing to hoist the others. At this time I had coffee and bread prepared and served out to the passengers, who were all collected on the after-deck. The passengers were greatly alarmed at these measures, but were re-assured by my telling them that I hoped to

be able to overcome the fire and put it out. While these preparations were being made I went forward and in a short time discovered that the smoke and fire were making their way through both sides of the ship just abreast the boilers. I knew that all our efforts to save the ship under the circumstances, with the steam pump broken down, and no water from that source to be hoped for, would be unavailing. I then gave the order to commence disembarking the passengers, placing in the larger boats the best crews at my disposal; and then dividing the women and children as nearly equal as possible in each boat and placing as many passengers in each as I judged a fair load, and then directing them to shove off and lay by the ship for further orders. The wind and sea at this time was moderate, east by south. Two boats were safely loaded and sent off. The third one was loaded and also sent off, but by the carelessness or worse of the crew was caught under the counter of the ship, capsized, and stove at the same time. All the people from her were rescued and placed in another boat and sent off. The first boats sent off were very moderately loaded; but now I had to put heavier loads in the boats, intending to re-distribute them afterwards. At 7 a. m. I found that all the boats had been loaded and sent off from the ship except the dingey and one of the smaller quarter boats neither of which was a life boat, and that I had more persons on board than these boats could hold. I loaded the dingey, keeping the ship boys and some of the boys from the steerage and a few other passengers in her, and placing her under charge of one of the seamen, sent her off. I then had the last boat lowered (the

smaller quarter boat), and placed a crew and a part of the remaining passengers in her, and put her under charge of Mr. Harger, the chief officer, and directed him to distribute a part of them amongst the lightest laden boats, and then return to the ship for those still remaining on board. At the same time I sent a compass for the largest life-boat, and written sailing directions for all. He succeeded in boarding two of the boats, and putting three persons in each of them. By that time the flames had swept so far aft and the heat became so intense that I had to signal for his return. On the return of this boat I sent all the remaining persons into her. At half-past 7 a. m., having seen every person safely embarked from the ship, and the flames having burst from the cabins and all forward of that, I left the ship in the same boat. Shortly after Mr. Harger communicated with the large life-boat, she filled and capsized. The wind had now freshened to a fresh E. by S. trade; and the sea was increasing. The boats were all too deep to be able to give them any assistance; but by the aid of the wreck of the stoven life-boat which was near them, they finally succeeded in righting and bailing out their boat and reaching Cat Island; but with, I regret to have to add, the loss by drowning of several of her passengers and crew—supposed to be from 7 to 10 persons. Enclosed you will please find a full report as regards this boat from George W. Baffey, who had charge of her, assisted by Quartermaster Arthur Howland. On leaving the ship I intended to distribute the officers, whom I had to keep on board, amongst the other boats; but those that were lightly laden kept to the windward and out of my reach. After pulling to wind-

ward a short time I found that my boat was so deeply laden that she would certainly fill and swamp if I continued doing so. I was compelled, in order to prevent this, to keep off and run before the wind and sea, at the same time hailing and making signals to the other boats to follow me as far as practicable, which they finally did. We had great difficulty in keeping our boat afloat during this day and night. At half-past one p. m., we saw the ship apparently explode, and then lost sight of her entirely. On the 16th, at 10 a. m., sighted land ahead, and continued running along it until half-past three p. m., when I discovered a safe landing place under the lee of a reef, and then beached the boat. We were soon met by the colored inhabitants, who informed me that we had landed on James Point, Eleuthera Island. We were treated in the kindest and most hospitable manner by them. I immediately made arrangements for having fires built at night, and day signals shown, to guide the rest of the boats to safe landing places; and sent couriers with written requests to the authorities to have the same done at other points, and, if possible, to despatch vessels to sea to search for and rescue the rest of the boats. After walking across to the lee side of the island I succeeded in hiring a boat from Boston Johnson, head man at this settlement, to take me to Nassau; and made arrangements for having the rest of my passengers forwarded the next day to the same port. At 7 p. m. the same evening I started for Nassau by boat, taking the second mate and five of the crew with me, and arrived at that place the next morning, Aug. 17th, at 8 p. m. I immediately communicated with the American Vice-Consul, Mr.

Saunders, and he at once sent off a vessel to cruise for the boats still out. S. A. Johnson, underwriters' agent for the Bahamas, had the Atlantic Mail Company's tug *Anna* coaled and prepared for sea, and at 1 p. m. we sailed in her to cruise for the boats—Mr. Johnson accompanying me on the tug. We proceeded to sea and cruised wherever there would be a chance of meeting the boats, calling at Harbor Island during our absence to repair a leak in the tug's boiler, and despatching a wrecking schooner from thence to cruise also and assist us in our search. On August 23, after an absence of nearly six days, returned to Nassau and found that five boats had reached land, and that their passengers were at Nassau. The second boat which landed unfortunately capsized in the surf, and 9 persons were drowned from her. Their names were unknown, except Mrs. Branner and three of her children. Their bodies were recovered and buried by the authorities of Eleuthera Island. There is still one boat missing, but as she was one of the best of our life-boats, and only moderately loaded, and fully provisioned and watered, I strongly hope she has been picked up by a passing vessel and her crew saved. The origin of the fire I am unable to give certainly; but I should think it broke out on the between decks, over the boilers, and possibly among the cargo stowed there. It was not in the fore hold, where it was supposed to be at first. During the fire and all the time on board of the ship the officers and crew behaved very well, performing their duties in a quiet and cool manner, there being only a slight unsteadiness and disposition to rush for the boats shown by the firemen and coal passers when I

commenced to disembark the passengers. This was readily quelled, and all after this proceeded in a cool and quiet manner. The last person whom I sent out of the ship before leaving myself was the chief engineer, Mr. Wright, whose report of the accident you will please find enclosed. On the boat which was capsized my attention had been called to the very gallant conduct of George W. Baffey, passenger; Arthur Howland, quartermaster; Peter Barry, seaman; William Garrison, captain's man—to whom those persons that were saved in that boat were indebted for their rescue. In closing this report I beg leave to call your attention to the very kind and hospitable manner in which our ship's company were received by the inhabitants of the islands on which they landed. Many of these persons are poor colored laborers, and they furnished many different articles of food and clothing, for which they have not been paid, and I think some compensation should be made to them so as not to discourage them in being kind to other shipwrecked persons who might be cast on their shores and care.

Very respectfully,

JEFF. MAURY,

Late Commander Steamship Bienville.

THE AMERICA BURNED.

Early in September, the Pacific Mail Steamship Company in this city received the following despatch. Full accounts of this third disaster have not yet come to hand. "The *America* which left San Francisco August 1st, 1872, arrived at Yokohama, Japan, August 24th, and was burned to the water's edge the same night. Passengers and crew saved. Hong Kong treasure

amounting to \$400,000 still in treasure-room and supposed to be safe.

LANE."

It would seem almost incredible, says the *Nautical Gazette*, to believe that the *America* could have been destroyed by fire under ordinary circumstances, for there are no vessels in the world fitted with so many approved appliances for the extinguishment of fire as are the Pacific Mail Company's steamers, and at first we ventured to say that no one at all conversant with these vessels believed the report. In every compartment on each deck, there is a series of steam jets, which can be opened and the compartment saturated with wet steam, provided always steam is on the main boilers, and then there is a donkey boiler capable of furnishing steam for the same purpose when the fires are out under the main boilers.

The *America* was one of the largest paddle-wheel steamers in the world, and was valued by the Company at \$1,017,942.22, or about \$40,000 less than the *Great Republic* or *Japan*, both of which, although a trifle smaller in tonnage, were built subsequent to the *America*. This magnificent steamer was built in 1868-69 by Henry Steers, at Greenpoint, Long Island, and was 4,454 tons register, and of the following dimensions: Length 363 ft.; beam of hull, 49 ft.; depth of hold, 31 ft.; draft of water, 18 ft. She was built in the most thorough manner, double planked, and neither pains or expense was spared to make her second to no wooden vessel in the world. Her machinery was built at the Novelty Iron Works, and was of a superior type. She had a beam engine, with 105-inch cylinder and 12 ft. stroke of piston, the engine working up to 3,000 nominal H. P.

The Sea-Captain's Call.

In the year 1775 the captain of a Greenland whaling-vessel found himself at night surrounded by icebergs, and "lay to" until morning, expecting every moment to be ground to pieces. In the morning he looked about, and saw a ship near by. He hailed it. No answer. Getting into a boat with some of the crew, he pushed out for the mysterious craft. Getting near by, he saw, through the port-hole, a man at a stand, as though keeping a log-book. He hailed him. No answer. He went on board the vessel, and found the man sitting at the log-book, frozen to death. The log-book was dated 1762, showing that the vessel had been wandering for thirteen years among the ice. The sailors were found frozen among the hammocks, and others in the cabin. For thirteen years this ship had been carrying its burden of corpses.

So, from this Gospel-craft I decry voyagers for eternity. I cry, "Ship ahoy! Ship ahoy!" No answer. They float about, tossed and ground by the icebergs of sin, hoisting no sail for heaven. I go on board. I find all asleep. It is a frozen sleep. O, that my Lord Jesus would come aboard, and lay hold of the wheel, and steer the craft into the warm Gulf Stream of his mercy! Awake, thou that sleepest! Arise from the dead, and Christ shall give thee life!—*Rev. T. De Witt Talmage.*

For the Sailors' Magazine.

How One Came back to Christ.

The fourth Lord's Day in November last, I preached from these words:

"He that walketh with wise men shall be wise: but a companion of fools shall be destroyed."

My deduction from the text was,

we become like those with whom we associate.

After preaching, an English captain stepped up to me, and said "I have myself experienced the truth of your remarks."

A few years ago I was sailing between England and Australia, and while in Melbourne became acquainted with a circle of friends who were avowed atheists, I liked their company, as they were very social and friendly, and they seemed to take a fancy to me; we very frequently got into argument upon our respective creeds, they taking the side of atheism, and I the side of Christianity, I felt strong in my own position, and flattered myself that I came off conqueror in every contest. But gradually by slow, and almost-imperceptible degrees, my faith was undermined, and I became like them an atheist, and so remained for years, until about a year ago, when making the passage from New Orleans home to Liverpool, we met with nothing but head winds and constant gales, the ship was leaking, the pump was

choked, water and provisions were getting short, the sailors were growling, and altogether the state of things looked desperate and I was thoroughly miserable, after being up all night, in the 'morning I came on deck with my pea-jacket on and commenced to walk back and forth on the quarter deck, I trust my hands down into my ample pockets and in the corner of one found a nickel silver five cent piece, and without thinking held it up to the light and on it found these words, "In God we trust." Ah, said I to myself, this is the cause of all my troubles, I have not trusted God. Henceforth I will trust in God. I had no sooner come to this resolve than I seemed to be inspired with new hope. I called the mates and went to work, and in a short time cleared the pumps of sand, and pumped out the ship which we had no sooner done than the wind shifted, and in a very few hours we were running home before a ten knot breeze, and reached there in a few days. R.

OUR WORK :

CORRESPONDENCE, REPORTS, &c.

Buffalo, N. Y.

Rev. P. G. COOK's report of work for August, states that the regular services have been maintained at Wells St. Chapel, viz: preaching, prayer-meetings, Sunday-school and Bible classes. The attendance compared with that of other and similar services elsewhere in the city was very good, though the heat brought diminished audiences. Outside work was vigorously prosecuted. The number of steamers, vessels canal-boats, &c., in port was very large, and the boatmen on the last seemed universally glad to see Rev. Mr. COOK, and his volunteer young men associates. He writes as follows:

"On many of these boats we find large families who are particularly glad to get our papers. Many of these families have no other home. They live upon the boat the year round, spending the winter wherever they happen to get "frozen in." Not unfrequently we find among them men and women—fathers and mothers—who are professors of religion. On one of our visiting tours among the crowd of boats always to be found in a section of the canal between Main and Genesee Sts., we met with a Captain who was the father of a family embracing two or three younger daughters. He manifested much interest in what we were doing, and said he was a professor of religion, having been hopefully converted last winter in Philadelphia. Before starting out in the spring he made an appeal for a supply of reading matter suitable for boatmen, at

a Union prayer-meeting, and met with a very favorable response, having as he said, when he left Philadelphia several thousand parcels of reading matter, which he and his daughters were in the habit of distributing daily to the passing boats. So we have a traveling missionary and co-worker in our mission among the boatmen."

Wilmington, N. C.

Chaplain BURR reports for August, a slight increase of shipping in port. Most of the vessels in port have been German and Norwegian, and he has had a wide field for visitation and for tract distribution.

Pensacola, Fla.

Chaplain CARTER reports an increased attendance upon Bethel services. Nearly all the vessels in harbor at beginning of September were Spanish.

Denmark.

REV. P. E. RYDING,

Writing from Ronne, on the island of Bornholm, gives some account of labor in the earlier part of this year, saying :

"The Lord has graciously visited us. On New Year's Day we had a love feast. With songs and praises we offered thanksgiving unto the Lord for His great mercies. At the same time I was called out to a place in the immediate vicinity. When I came there there were some young people prostrate, weeping and praying that the Lord would have mercy on them and save their souls. They were very much distressed; and would not receive any comfort, saying that their sins were so great that they could not be pardoned. I took them with me into the meeting-room and prayed for them. Soon after this I was told that several persons were seen in the harbor, walking and crying in despair over their sins. These, also, I took to the meeting-room, and there I was surrounded with a flock of weeping sinners. I knelt down with them, and prayed to

the Lord to have mercy on them. Now there was like a gentle breeze passing through the congregation. All hearts were affected by it, and for a time it seemed that nothing else could be heard but the audible groanings and crying for mercy. The sound of sobs and weeping overpowered all. For the time it seemed as if the whole congregation chimed in with the weeping. Some wept over their sins and many wept for joy. After a while we united in prayer and singing, while the anxious continued to weep. I drew the meeting to a close about midnight, inviting the anxious to visit me at my home the next day. On the following day some came to me. I prayed with them, read and expounded the Scriptures to them; but not one of them could be brought to rejoice in Christ. Thus four days were spent in calling upon the Lord. On the fourth day two received peace in believing, while, at the same time, several others became anxious. Sunday, Jan. 7th, was the first day of the week of prayer. Every day during that week some sinners were brought under concern for their souls, and several experienced peace in believing. About twenty persons of the more advanced in life and fourteen or sixteen young persons have professed faith in Christ. Many yet are under concern for their souls and seeking to know the Lord. This work of grace has been going on since. Although the deep interest has somewhat abated, there are still souls who are inquiring the way of salvation, but have not been enabled to make a full surrender.

"Many old and hardy seamen had courageously steered their barks over the tempestuous ocean, when threatened with destruction, without shedding a tear even while the breakers rolled over the vessels—but now one could look upon these hardy weather-beaten faces and see the tears of penitence rolling down their cheeks. Sixteen of the new converts felt it their duty to follow the example of their Lord by being baptized. They

were accordingly buried with Christ in baptism upon a profession of their faith, and walk now in the newness of life. Now, since navigation has been opened, some of them are again out on the broad ocean, and whether on the land or on the sea, we hope that with new hearts they are praising the Lord with their lips and honoring their profession.

"Statistics: Preached from January to April 50 sermons; baptized 16; held 25 prayer meetings; made 41 family visits; distributed 21 Bibles and 54 Testaments; 172 religious books and 430 tracts."

The same Missionary, writing from Copenhagen, August 7th, reports for the second quarter of the year, as below:

"During the past quarter I began labor on Bornholm, April 2d. I traveled to Nexø, and in this city and the surrounding country I worked a short time by preaching and visiting the houses. I also worked among the children in the Sunday-school which is in Nexø, and has about 40 children, whom I examined, and found they had made good progress in the truths of Christianity, and were longing to learn more about Jesus and His infinite love to poor sinners. The hearts of the children were much moved, and their songs were elevating as they were singing with great joy. They gave solid answers to my questions. Finally I asked that they who loved Jesus would lift up their right hands. About twenty hands were lifted as a token that they were trusting in Jesus, and would follow Him. Their eyes sparkled with joy and happiness at the thought that Jesus had died to make poor sinners blessed.

"April 28th, I traveled from Bornholm to Stockholm to attend the Conference, in which I, among the children of the Lord, felt great joy with the thought of the progress of His kingdom.

"June 13th, we had a very interesting festival, as on this day a pastor from Finland, Mr. Hylander, was baptized. For 44 years he had been a preacher, but only

12 years ago was he converted and believing on Christ crucified. For some years he had many hard struggles, but by diligently reading in the Bible he at last was convinced that the doctrine of the state church was not founded in the words of the Lord or His apostles. He resigned his office, and was dismissed in October, 1871. He and his daughter—a lady 29 years old—were now baptized, and went away with great happiness to Tarikalla, their living place, which is situated in the neighborhood of old darkened Russia, where we hope the light of grace soon will come to shine and the sun of glory spread its beams over that idolatrous land, so that Jesus may be reigning there.

"June 19th, I arrived at Copenhagen, and the next day traveled out on Seeland to Wanglose, where a Danish conference was to be held. Also here the consulting was how the progress of the kingdom of the Lord was to be carried on with strength and power to the welfare of mankind.

"During the remaining months I traveled on Seeland preaching the Word of God. Sometimes many were present listening to my words, and the truth is making its way to the hearts everywhere.

"In the second quarter I have preached 32 times, made 40 visits in the houses, and 236 on the ships. I have traveled about 1,040 English miles, held 18 prayer-meetings, and distributed 18 Bibles, 79 Testaments, and 19,200 pages of tracts.

Sweden.

REV. N. P. WAHLSTEDT, at Helsenborg, writes on the 12th August:

"In July I have visited vessels and preached the Word in Helsenborg and vicinity, and also in Elsinore, where I assisted at a mission meeting on the 21st and 22d. Many children of God, both from Sweden and Denmark, were here assembled. Several brethren, I among them, preached the Gospel for a

great multitude of hearers. Those were blessed days for the children of God, among sailors and other people in Denmark."

Norway.

Rev. H. P. BERGH writing from Christiana, July 29th, gives some detailed account of work for the preceding quarter which was spoken of generally, in our September MAGAZINE. Extracts from his diary are as follows:

May 11th.—Visited twelve ships, Danish and French. Distributed 300 pages of tracts and papers among 50 sailors. Made prayers on board a Norwegian vessel and God blessed the word to the hearts.

May 13th.—Visited five ships; spoke with 40 sailors, and distributed tracts. Had a long conversation with an infidel who denied that he had a soul. Looking at him, seriously, I said: "You may try to persuade yourself to believe this, but I assure you that you will get no peace." He seemed puzzled, and I left him praying to God, for him.

Pentecost.—Preached by the seaside and distributed tracts. Met with a gentleman who was very much vexed at a question in my tract—"Shall you go to heaven or hell?" but an interesting conversation ensued.

May 21st and 22nd.—Visited the sick and distributed tracts. *24th.*—Visited seven ships, sold one Testament and twenty-two sermons by Spurgeon,—spoke with fifty persons. Had a long conversation with the Captain on board steamer *St. Olaf*, where I also had a long conversation with a sailor who at first laughed at me and would by no means buy my books, but a moment after I caught him by meeting him on the corridor and offering him the sermon *gratis*. He now took it, and by speaking in a friendly manner to him about the salvation of his soul, I saw his eyes water, and he had no more power of resistance.

June 22nd.—Visited ten ships and distributed 114 pages of tracts. Had a long

and interesting conversation with the crew, on board the brig *Resolution* from Drammen. I met with violent opposition from the carpenter, who laughed at the "Hellige" (in English, the Religionists) and said that they were not better than others. A moment afterwards, the mate also came, and now the carpenter rejoiced, saying that they together should easily conquer me. Glory, however, be to GOD! instead of this, I conquered them in such a degree that the mate at last permitted me to read a part of the Scripture and pray with them, and they all listened with great attention. On leaving them I went on board a ship where I had a long conversation with the Captain who was a Christian. There I met with a sailor, a Mormon, whom I kindly requested to return from his false ways and to seek the mercy of GOD. He became angry and asked if I was his judge. I answered: "GOD is our judge."

Having commenced Sunday preaching (as noted in September MAGAZINE) on the 23rd June, on shipboard, he continued this service, June 30th, to an audience of some 150 persons. Rev. Mr. HANSEN preached at this time in the afternoon to between 300 and 400 hearers. The air was quiet and clear, and his powerful voice was to be heard far and wide over the port where the sailors were gathering on every vessel within hearing distance.

July 7th.—Coming to the pier at evening, for preaching, I was pleasantly surprised to find six ships all filled with people, and as our singers joined in singing one of our beautiful songs, more and more people gathered, so that when I began to preach, there were between five and six hundred hearers, among whom were a hundred seamen. The preaching had good effect, and after service a sailor, a drunkard, came up to me with tearful eyes and thanked me for the good truths that had moved his heart.

July 16th.—I was invited to the twenty-fifth anniversary of a wedding day at some of my people's, in one of my work-

ing places last winter. We gathered in the garden beside a little river that streams through the city, and I preached on the occasion, from 1 *Jno.* 3: 1. People gathered on both sides of the river, and in the adjoining gardens—all listened with great attention and many shed tears.

July 22nd.—Service on board, with many hearers. After preaching, the sailors crowded around me desirous of hearing more of the salvation of Christ. I therefore again spoke to them, and at parting they shook hands with me in a cordial manner.

July 29th.—Service on board. Hearers were very attentive. I spoke a long time with the skipper, and with a sailor who told me that he had been awakened in New York, through Rev. Ola Helland. Since my last report, writes Rev. Mr. BERGH, I have upon the average visited 170 ships (per month) distributed 2,240 pages of tracts, held 18 services on ship-board and 40 in other places, preached to about 4,000 sailors and spoken particularly with about 1,500, many of whom have received the truth with readiness and not a few with great joy. I have also visited 30 sick. I have also held six services at Drammen.

HONOR A GOOD DEED.—During a heavy gale, on the 30th August, off the coast of New Hampshire, on Rye Beach, two men in endeavoring to secure their boats, were carried some distance out to sea, their boat capsized and they while clinging to the bottom of the boat, were rescued by AMBROSE BACHELDER, Esq., Mr. SEWELL BROWN, of Philadelphia and FRANCIS P. NASH, Esq., of Geneva, N. Y. These gentlemen endeavored to get the aid of fishermen in their errand of mercy, but they positively refused to go out, saying that no boat could live in such a sea. The gentlemen, however, were undaunted, and at great peril to their own lives, saved those who were so fearfully in danger, and must have perished without such help.

ACKNOWLEDGMENTS.—Through the kindness of H. K. CORNING, Esq., we have received "An Account of the Origin and Progress of the SEAMEN'S HOSPITAL SOCIETY for Sick and Diseased Seamen, of all nations, in the Port of London." It was established in 1821, and incorporated in 1833, and is supported by voluntary contributions. Sick seamen of every nation, on presenting themselves, are immediately received without the necessity of any recommendatory letters, their own apparent condition being sufficient to obtain their admission. Number of patients admitted for the twelve months prior to February, 1872, 2,051; number receiving advice and medicine gratuitously, 1,671.—We have also the 39th Annual Report of the British and Foreign Sailor's Society for 1871-'72. This Society occupies 26 stations at different ports in and out of England, and has 34 agents constantly employed in missionary work for seamen. Receipts from all sources for '71-'72, £7,868 2s. 8d.; expenses, £5,002 12s. 3d.

"PHILANTHROPY DISSECTED" is the title of a pamphlet issued in the interest of the "Seamen's Boarding-house keepers' Benevolent Association, of the City of New York," by Morris & Wilder, Attorneys at law, against the new United States Shipping Commissioner's Bill. If on examination, it appears worthy of special notice, we shall refer to it in a subsequent number of the MAGAZINE. Meantime the new act is being thoroughly and happily enforced, we are glad to know, with increasing satisfaction in all quarters, save possibly a very few.

Rev. S. H. Hall, D. D.,

Corresponding Secretary and Treasurer of our Society, was to sail from Liverpool in the *Spain*, of the National Line, Sept. 18th, and will be, we trust, when these lines reach our readers, at his post of duty at our Rooms.

Obituary.

On Thursday, August 29th, the ship-
ping in the port of New York lowered
their colors in memory of Capt. CHARLES
ALONZO MARSHALL, late master of the
Liverpool packet ship *Charles A. Mar-*
shall.—We have word in *The Record*
published by Rev. Dr. TRUMBULL, at Val-
paraiso, S. A., for July 25th 1872, of the
decease at Valparaiso, of JOHN D. A.
SWANEY, son of Rev. Dr. SWANEY, our
Missionary at Talcahuano, S. A., in De-
cember last. He was seventeen years
of age, and passed away in assurance of
eternal life through Jesus Christ.—We
acknowledge receipt of the *Congregation-*
al Quarterly for July 1872, with a valu-
able biographical sketch of Hon. WILLIAM
WILLIAMS, late of Norwich, Conn., and
for many years Vice-President of this So-
ciety, written by Rev. M. McG. DANA,
his pastor during the last years of his
beneficent life.

Sailor's Home, 190 Cherry St.

In July, there were 225 arrivals of sea-
men, at the HOME. These men deposited
with the Superintendent, Mr. ALEXAN-
DER, for safe keeping, \$1,755. Of this,
\$450 were sent to the Savings' Bank, and
\$550 to relatives and friends. Seventeen
men shipped without advance wages, and
three men were sent to the Hospital.

For the quarter ending July 30th, the
arrivals were 685; shipped without ad-
vance, 64; sent to the Hospital 10; ran-
away, 12; amount of money deposited,
\$5,443, of which \$1,225 was sent to the
Savings' Bank, and \$2,074 to relatives
and friends.

In August, arrivals were 222; deposits
for safe keeping, \$2,447, \$310 of which
was sent to the Savings' Bank, and \$775
to relatives and friends. Eighteen men
shipped without advance; seven were
sent to the Hospital, and one ran away.

Position of the Principal Planets for
October, 1872.

MERCURY is a morning star from the
1st of this month until the morning of
the 13th at 57m. past midnight, when it

is in superior conjunction with the sun;
after this it is an evening star for the re-
mainder of the month; is in conjunction
with the moon on the afternoon of the
1st at 1h. 56m., being 3° 5' south.

VENUS is an evening star during the
month, setting about one hour after the
sun and a little south; is in conjunction
with the moon on the morning of the 4th
at 4h. 4m., being 2° 34' south.

MARS is a morning star rising on the
15th about four hours before the sun and
25° north; is in conjunction with the
moon on the afternoon of the 27th at 1h
18m., being 4° south.

JUPITER is a morning star rising on
the 15th about 4½ hours before the sun,
and 29° north; is in conjunction with
the moon on the morning of the 26th
at 5h. 41m., being 4° 41' south.

SATURN is, on the afternoon of the 7th
at 5h. 41m., in quadrature with the sun
to the west, after which time it is con-
sidered an evening star; is in conjunction
with the moon on the 9th at 19m. past
noon, being 3° 25' north.

Prof. R. H. B.

Clinton Point Observatory on the Hudson.

Disasters in August, 1872.

The number of vessels belonging to, or bound
to or from ports in the United States, reported
totally lost and missing during the month,
is 20, of which 12 were wrecked, 1 abandoned, 2
burned, 3 sunk by collision, 1 capsized, and 1
is missing. They are classed as follows, 2
steamers, 2 ships, 1 bark, 3 brigs, and 12 schoo-
ners, and their total value, exclusive of cargoes,
estimated at \$519,000.

Below is the list, giving names, ports, whence
hailing, destinations, &c. Those indicated by
a *w*, were wrecked, *a*, abandoned, *b*, burned,
sc, sunk by collision, *c*, capsized, and *m*
missing.

STEAMERS.

Metis, *sc*, from New York for Providence
Blenville, *b*, from New York for Aspinwall.

SHIPS.

Harry Warren, *w*, from Liverpool for Calcutta.
Cordelia, *w*, from New Haven for Quebec.

BARK.

Frank Lovitt, *a*, from Antwerp for Philadelphia.

BRIGS.

Jenny, *w*, from Antwerp for San Francisco.
Maggie, *b*, from New York for Savanilla.
Dominion, *w*, from Pictou for Pembroke.

SCHOONERS

John Forsyth, *w*, (On Hog Island, Va.)
Signal, *sc*, (Fisherman)
White Eagle, *m*, (Fisherman)
Kate Robinson, *w*, Brash'r City for Boston.

Florida, c, (Lighthouse tender.)
 Dispatch, w, from Boston.
 Frances Ann, sc, from Portland for Boston.
 O. H. Tolley, w, from May's Landing.
 Alcyone, w, from Windsor for Alexandria.
 Boston, w, from Calais for Fall River.
 S. P. Hawes, w, from Pensacola for Philadelphia.
 Ohio, w.

Receipts for August, 1872.

MAINE.

North Vassalboro, Joseph White..... \$5 00

NEW HAMPSHIRE.

Bath, Rev. A. Mann..... 5 00
 Campton..... 14 00
 Franklin, Cong. Soc., for lib'y..... 20 00
 Littleton, Cong. Soc..... 24 10
 Northampton..... 11 00
 West Concord, Cong. Soc..... 14 10

MASSACHUSETTS.

Amesbury and Salisbury Un. ch..... 14 68
 Attleboro, Cong. Soc. \$30 to const. E. Carpenter, L. M., and \$20 for lib'y..... 59 57
 Cambridge, Shepherd ch., a friend for lib'y..... 20 00
 Clinton, Cong. Soc..... 32 16
 Lenox, Cong. ch., add'l..... 1 00
 Manchester, Cong. Soc..... 48 50
 Medway Village, friends, for library..... 30 00
 Peru, Cong. Soc..... 8 00
 Pittsfield, Peck's Factory, S. S., for lib'y..... 15 00
 Salem, est. Josiah P. Cressy, by Mrs. E. H. Cressy, Ex..... 100 00
 South Hadley Falls, Rev. Mr. Fisher's Soc..... 38 53
 Southboro, Pilgrim ch..... 20 65
 Sunderland, Cong. Soc..... 34 10
 Townsend, Cong. S. S., lib'y..... 20 00
 Worcester, legacy, in part, of late Ichabod Washburn, per P. C. Bacon, Adm'r..... 3,291 00
 Samuel T. Bigelow, for lib'y..... 20 00

RHODE ISLAND.

Providence, Union Cong. ch..... 82 79

CONNECTICUT.

Branford, Cong. ch..... 38 50
 Canton Centre, Cong. ch., to const. Geo. W. Lamphier, Jr., L. M..... 30 00
 East Hartford, Cong. ch..... 41 37
 Greenwich, Frank Shepard..... 5 00
 Hartford, Wethersfield Ave. S. S., lib'y, in part, by Miss Bodwell..... 2 00
 Hartland, Cong. ch..... 11 00
 Higganum, Cong. Soc..... 24 10
 New Britain, So. Cong. ch., to const. Charles E. Hart and Samuel Moore, L. M's..... 64 20
 New Haven, Howard Ave. Cong. ch. to const. Dea. Ed. Gillette, L. M..... 30 00
 Northfield, Cong. ch. S. S., for lib'y..... 20 50
 Southbury, Cong. ch. bal., to const. E. P. Hine, L. M..... 14 50
 Stratford, Cong. ch. to const. Frederick Sedgwick and Dea. Charles Wells, L. M's..... 82 38
 Thomaston, Cong. ch., to const. Dea. O. N. Fraser and Mr. N. A. Norton, L. M's..... 65 16
 West Meriden, Charles L. Taylor, L. M..... 30 00
 Wethersfield, friend, to const. Miss M. L. Warner, L. M..... 30 00
 Woodbury, 1st Cong. ch..... 19 30

NEW YORK.

Adams Centre, 7th day Bap. ch. S. S., for lib'y..... 20 00
 Bap. ch. S. S., for lib'y..... 20 00
 Amsterdam, Pres. ch. S. S., for lib'y..... 20 00

Brooklyn, Classon Ave. Pres. ch..... 52 50

Bethany Mission S. S., per Mrs. S. K. Brandegee, for Z. Eddy lib'y... 20 00
 Buffalo, J. C. and E. T. Evans..... 100 00
 S. D. Sikes..... 25 00
 Candor, Cong. ch. S. S., for lib'y..... 20 00
 Cassville, Bap. ch..... 8 79
 Catskill, Pres. ch..... 88 60
 Cazenovia, Bap. ch..... 3 56
 Clayville, M. E. ch..... 2 39
 Coxsackie, 2d Ref. ch., and S. S., for lib'y, \$20..... 60 42
 East Bloomfield, Cong. ch..... 15 26
 Fairport, J. E. Howard..... 5 00
 Herkimer, M. E. ch., in part, for lib'y..... 3 10
 Homer, Miss Louisa A. Schermerhorn, for lib'y..... 20 00
 Hudson, Mrs. S. Gibson, for lib'y..... 20 00
 Lakeville, Mrs. D. Bosby, L. M., in part..... 10 00
 Livonia, Cong. ch., to const. Mrs. A. T. Milham, L. M..... 30 12
 Mohawk, Ref. ch..... 3 62
 New York, "Thank offering" in gold for library..... 22 55
 "D. D. B.," for lib'y..... 20 00
 W. N. Seymour..... 20 00
 Samuel Willetts..... 50 00
 Edward Austen..... 25 00
 Fisk & Hatch..... 250 00
 Edwin Mead..... 10 00
 W. S. Gilman..... 30 00
 James Cruickshank..... 5 00
 A. W. Benson..... 25 00
 Zophar Mills..... 5 00
 Jed. Frye..... 5 00
 Gaylord Watson..... 10 00
 J. F. Trow..... 5 00
 P. Bartlett..... 10 00
 New Woodstock, Bap. ch. S. S., for lib. M. E. ch..... 20 08
 Parma, Christian ch..... 3 50
 Pittsford, Pres. ch..... 7 12
 Mrs. May..... 1 00
 A friend..... 5 00
 Bap. ch..... 2 91
 Port Ewen, S. S. Ref. ch., for lib'y... 20 00
 Rochester, Capt. Mason..... 5 00
 C. M. St. John..... 2 00
 Rye, W. P. Van Renssalaer..... 50 00
 Schenectady, 1st Pres. ch., of wh. Mrs. J. T. Backus and C. H. Mathews \$20 each, for lib'y..... 118 25
 1st Reformed ch. S. S., Seelye class, T. H. Reeve, teacher, for lib'y..... 20 00
 Syracuse, cash..... 1 00
 Philo Remington..... 5 00
 Tarrytown, 1st Ref. ch., Young People's Association, by P. E. Arcularius, Treas..... 20 00
 Yonkers, 1st Pres. ch..... 95 50

NEW JERSEY.

Bloomfield, 1st Pres. ch., in part, being \$20 from C. L. Mead, 55 Chambers St. New York, for library in memory of son..... 20 00
 East Orange, 1st Pres. ch..... 42 22
 Morristown, Ladies Miss. Soc., of So. St. Pres. ch., for lib'y..... 20 00
 Newark, Mrs. P. A. Howell, 11 Astor St., for lib'y..... 20 00
 A widow's mite..... 7 00
 Central Pres. ch., of which \$30 to const. Miss M. Fannie Headley, L. M..... 100 00
 2d Pres. ch..... 24 13
 Tenafly, Pres. ch. S. S., for lib'y..... 20 00

NOVA SCOTIA.

Barrington, Cape Sable Island, Central Free Bap. ch., children..... 10 00

\$6.118 78



October, Published by the American Seamen's Friend Society. 1872.

LIBRARY REPORTS.

During August, 1872, sixty libraries went to sea from the Society's Rooms, 80 Wall Street, being twenty-two new and thirty-eight refitted. The new libraries were Nos. 4216 to 4237 inclusive, and of them we print the following particulars.

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
4216 ..	Miss Grace Secomb's Infant Class, Plymouth Church S. S., Brooklyn, N. Y.	Ship-Tabor.....	San Francisco.....	22
4217 ..	Williams & Haven, N. London, Conn.	Schr. Florence	Whaling voyage	18
4218 ..	Ditto.	" Franklin.....	do. do.	23
4219 ..	Mrs. J. O. Merritt, Kingston, N. Y.....	Bark Dorchester,....	Genoa and Malaga....	12
4220 ..	S. S. Wethersfield Ave., Hartford, Conn..	Ship Messenger.....	San Francisco.....	23
4221 ..	Miss M. Watrous, New York City.....	Bark Algeria.....	Europe	12
4222 ..	P. M. Bronson, New Britain, Conn.....	Ship Lord Palmerston	do.	20
4223 ..	Thomas Christy, 512 W. 23d St., N. Y.....	Bark "Hattie M".....	do.	14
4224 ..	S. S. 1st Pres. church, Jamaica, L. I.....	Steamer Dakota.....	San Francisco.....	60
4225 ..	S. S. 1st Pres. church, Peekskill, N. Y....	" "	" "	"
4226 ..	Bethany Miss. S. S., Brooklyn, N. Y.....	Bark Cardenas.....	Havana.....	10
4227 ..	S. S. 1st Ref. church, Tarrytown, N. Y....	Ship Nile.....	Antwerp.....	26
4228 ..	Mrs. A. D. Wilson, New York City.....	Bark William	"	14
4229 ..	Mrs. R. Burkhalter, New York City.....	Ship Screamer.	Savannah & Europe..	24
4230 ..	S. S. Cong. church, Black Rock, Conn....	Bark Village Queen ..	Elsinore.....	12
4231 ..	Francis Pidgeon, Saugerties, N. Y.....	Bark Heiress	Bristol, England.....	13
4232 ..	Robert Gordon, New York City.....	Bark Snowden.....	Marseilles.....	12
4233 ..	Miss Florrie I. Rollins, Yonkers, N. Y....	Bark Yokohama.....	Hong Kong.....	17
4234 ..	Misses F. and C. Stilwell, Yonkers, N. Y.	Bark Adelaide Pendergast.....	Rio de Janeiro.....	12
4235 ..	Miss E. Lillie Parsons, Yonkers, N. Y....	Ship Ella Southard....	N. Orleans & Europe..	20
4236 ..	George Stewart, Yonkers, N. Y.....	Brig Tarifa.....	Marseilles.....	13
4237 ..	Capt. J. Peene, Yonkers, N. Y.....	Ship Canada.....	Callao, S. A.....	24

The thirty-eight returned, refitted and again sent out, were shipped as follows :
No. 1,198, on brig *Emeline*, for Yarmouth;
No. 1,419, on schr *S. A. Paine*, for San-

Domingo ; No. 1,768, on brig *J. Wesley*, for Galveston ; No. 1,926, on brig *H. H. Wright*, for Buenos Ayres ; No. 2,106, on brig *Zuleika*, for Spain ; No. 2,193, on

schr. *S. Hart*, for Boston; No. 2,213, on schr. *Grasmere*, for Porto Rico; No. 2,379, on brig *J. Shay*, for Valencia; No. 2,435, on bark *Gauntlet*, for Pictou; No. 2,491, on schr. *Sippho*, for St. Johns; No. 2,493, on schr. *Granite State*, for West Indies; No. 2,525, on schr. *Quickstep*, coastwise; No. 2,673, on brig *Nile*, for Rio Grande; No. 2,753, been several voyages to the East Indies, books read with interest, gone to West Indies on schr. *Gerent*; No. 2,801, on brig *Ariola*, for Brazil; No. 2,874, on schr. *Lothair*, for Maracaibo; No. 2,941, on sloop *Locomotive*, coastwise; No. 2,955, on schr. *A. Bell*, for Porto Rico; No. 2,985, on brig *Bismarck*, for Cape Brenton; No. 2,990, on schr. *G. B. West*, for Indianola; No. 3,105, on bark *Said Bin Sultan*, for Europe; No. 3,115, on brig *Mattano*, for Mobile; No. 3,182, on schr. *G. W. Rawley*, for Boston; No. 3,244, read with interest, gone to St. Johns, on brig *Ceres*; No. 3,249, on brig *J. W. Beard*, for Amsterdam; No. 3,377, on brig *Eaglet*, for Rio de Janeiro; No. 3,386, books read with interest, gone to Charleston, on brig *Guiding Star*; No. 3,392, on brig *Sarah and Emma*, for Galveston; No. 3,573, on brig *W. McKean*, for Greytown; No. 3,577, on brig *S. Harris*, for Demarara; No. 3,676, books read with interest, gone to St. Kitts, on brig *Sussex*; No. 3,690, on brig *K. Upham*, for Yarmouth; No. 3,815, books read and appreciated by officers and crew, gone to Brazil, on brig *J. Williams*; No. 3,850, books read,—were beneficial to all, and are gone to Europe, on bark *Fannie*; No. 3,857, on brig *N. Ware*, for Cardenas; No. 3,983, on brig *Cascatelle*, for St. Thomas; No. 3,997, on brig *Rosemay*, for St. Kitts; No. 4,103, on schr. *W. R. Knighton*, for Central America.

U. S. S. SUPPLY,

NEW YORK, August 25th, 1872.

To the AMERICAN SEAMEN'S FRIEND SOCIETY.

You were kind enough to send a library (No. 4,138,) on board of this vessel last

April, and it was put under my charge. The books were served out to the men, every Sunday when the weather would permit. When we arrived at Rio de Janeiro our crew was transferred to the U. S. S. *Lancaster*, and in the bustle there were one or two books that I was unable to find, but suppose that they will be turned in to the library of the *Lancaster*.

The men seemed to enjoy the books very much, and from one, "The Sailor's Companion," Captain GILLIS read the service every Sunday that was pleasant, to both officers and men, and on one occasion he was obliged to read the funeral service. I am authorized by Captain GILLIS to thank you sincerely for the books, and for the good which it is to be hoped, that they may have done.

Respectfully,

FRANCIS H. PARSONS,
Capt's Clerk, U. S. S. *Supply*.

Library 4,138, was provided by Mr. JNO. C. NUTMAN, Newark, N. J.—ED. LIFE BOAT.

BRITISH SHIP, JAS. SHEPHERD,

NEW YORK, September 18th, 1872.

To the AMERICAN SEAMEN'S FRIEND SOCIETY, 80 Wall Street.

GENTLEMEN :—In returning this library I beg to hand you enclosed sixteen dollars as a small token of gratitude for the valuable services it has rendered; not only in assisting to keep order on board but also in leading myself and my fellow officers and crew to spend many hours usefully, which would have been spent otherwise had there been no good books to occupy our time. I have every reason to believe that it has done much good and I hope the one we have on board this time, will do as much. We are bound to London from New York, and then to China.

Yours very respectfully,

THOMAS KINVER,
Chief Officer ship *Jas. Shepherd*.

The Library was No. 3,830, and was furnished by S. S. Cong. church, East Hartford, Conn.
ED. LIFE BOAT.

Libraries sent out from Boston are reported at the end of August, as follows: No. 1,147, returned from schr. *Rose Foster*, 10 books missing, refitted and sent to sea, on schr. *Heiress*, for Nova Scotia; No. 2,461, returned in good condition with \$23 contributed by Captain and crew; (See September SAILOR'S MAGAZINE) has been very useful, gone to sea again on schr. *P. S. Graham*; No. 2,485, has done much good and has gone again to sea on schr. *L. Hunter*; No. 2,762, returned from its second voyage, is now on schr. *E. L. Tracy*; No. 3,484;—"this library has been to Pictou, Montreal, Montevideo and Antwerp. There have been prayer meetings on board, and the crew has found great delight in reading the books. All have signed the pledge. God bless the AMERICAN SEAMEN'S FRIEND SOCIETY.

H. ALLISON, Steward,

Bark Janette Forbes."

No. 3,497; from this library we hear by a letter dated, Providence, R. I., July 29th, 1872, saying, "Your library is still in good condition and in constant use by our crew. As we are changing men often, it brings the books before a good many different men, and they are read by them all and appreciated. Its effect I cannot wholly tell, but I know I hear no swearing, and my crew of five besides myself, are orderly, and use no liquor. I can but think that they are influenced for good.

Yours truly,

Capt. E. MAYO,

Schr. Attie H. Belden."

Library 3,734, was lost in the vessel in which it went to sea. The books had been read with much interest; No. 3,745, returned in good condition, had been much read and has now gone to West Indies.

The First Loan Library.

The statement in September number of the LIFE BOAT, under this heading, speedily brought to us from Rev. Mr. HANKS, at Boston, the following. Its statements

agree substantially with the Registers in the office of the AMERICAN SEAMEN'S FRIEND SOCIETY.—ED. LIFE BOAT.

"The first loan library of the AMERICAN SEAMEN'S FRIEND SOCIETY, was given by Mrs. CHARLES JESSUP, of Westfield, Mass., and went to sea in 1869. Libraries 2 and 3 were given about the same time by the Sabbath-school of Olivet Cong. church, in Springfield, Mass., then under the superintendency of EDWARD INGERSOLL. The library given by the 1st Cong. S. S., in Norwalk, Conn., must have been 300 in the registered list, being the first sent from New York."

Saturday Night.

Placing the little hats all in a row,
Ready for church on the morrow, you know;
Washing wee faces and little black fists,
Getting them ready and fit to be kissed;
Putting them into clean garments, and white—
This is what mothers are doing to-night.

Spying out holes in the little worn hose,
Laying by shoes that are worn through the toes,
Looking o'er garments so faded and thin—
Who but a mother knows where to begin?
Changing a button to make it look right—
That is what mothers are doing to-night.

Calling the little ones all 'round her chair,
Hearing them lisp forth their soft evening prayer,

Telling them stories of Jesus of old,
Who loves to gather the lambs to His fold;
Watching, they listen with childish delight—
That is what mothers are doing to-night.

Creeping so soft to take a last peep,
After the little ones are all asleep;
Anxious to know if the children are warm,
Tucking the blanket round each little form;
Kissing each little face, rosy and bright—
That is what mothers are doing to-night.

Kneeling down gently beside the white bed,
Lowly and meekly she bows down her head,
Praying as only a mother can pray,
"God guide and keep them from going astray."

Library 2,898.

In the SAILORS' MAGAZINE for January, 1869, was printed an account of the placing of this library upon the ship *Rival*. It was contributed by the "Young Athletics," a class of eighteen boys in this city, from ten to twenty years of age, associated together for the practice of gymnastics. We find the names

of Master ROOSEVELT, Messrs. GEORGE D. SUTTON, NORMAN WHITE, CHARLES T. WHITE and WM. E. DODGE, Jr., among those who participated in the presentation.

The subsequent history of this library illustrates so well certain points which are at times lost sight of, that we print the following record just received from Capt. DOANE, then the commander of the *Rival*, who has lately reached New York—though the *Rival* herself has not been to this city since she sailed so many years ago. Among those points are these: 1st, that a library placed on a vessel may be absent from this port for years, and yet be continually traveling and in continuous use; 2nd, that the number of men in the crew, when a library is first put on board, is no criterion of the number who are to have advantage from it; 3d, we think it evidently illustrated here, that the loan of our libraries is something the sailors prize, as evinced by the care they take of the books.

Library 2,898 was put on board the ship *Rival*, of New York, December 12th, 1868. Her first voyage was to San Francisco, thence she went to Honolulu, S. I., thence to Savannah, Ga., thence to Liverpool, England, thence to Rio de Janeiro, S. A., thence to Rangoon, India, and from Rangoon she sailed March 26th, 1872, for Falmouth, England. By the various changing of crews in this long season, over seventy seamen have had access to the books and nearly all of them have read the books with interest and profit.

Genuine Benevolence.

A young man came into our Rooms this morning, September 17th, 1872, and inquiring for one of the gentlemen in the office, placed in his hands, a \$100 bill. He was unknown to the gentleman, and to all present—declined to give name or residence, desired to have his gift acknowledged as "cash,"—said that

this was his birth-day, and he embraced it as an occasion for some time desired, to do something for our cause.

A CLERGYMAN once said: "When I come to die, I shall have my greatest grief and greatest joy; my greatest grief that I have done so little for my Lord Jesus, and my greatest joy that my Lord Jesus has done so much for me."

A Poor Ragged Irish Boy.

A poor ragged lad came to a ragged-school in Connemara—a miserable little Arab of the streets, with scarcely a trace of the child in his face. One day, however, he appeared radiant in a new suit of clothes.

"How is this Mike?" said the teacher. "Oh, sir," he said, "sure daddy's a teetotaler; and I never stopped till I brought him to the meetings, and he signed the pledge; and look at me now, sir!"

GOD LOVED ME.—Some years ago, two gentlemen were riding together, and as they were about to separate, one addressed the other thus:

"Do you ever read your Bible?"

"Yes, but I get no benefit from it, because, to tell you the truth, I feel I do not love God."

"No more did I," replied the other, "but God loved me."

This answer produced such an effect upon his friend, that, to use his own words, it was as if one had lifted him off the saddle into the skies. It opened into his soul at once the great truth, that it is not how I loved God, but how much God loves me.

American Seamen's Friend Society.

W. A. BOOTH, *President*.

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent*,

80 WALL STREET, N. Y.

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FORM OF A BEQUEST.

'I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society.'

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall-street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

SAVINGS BANK FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 78 Wall-street and 189 Cherry-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

SAILORS' HOMES

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry-street.....	Amer. Sea. Friend Society..	Fred'k Alexander.
153 Thompson street, (colored).....	" " " " " "	W. P. Powell.
BOSTON, 99 Purchase street.....	Boston " " " " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front street..	Penn. " " " " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front and Dock sts..	Wilm. Seamen's Frnd Soc'y..	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society..	Capt. Jno. McCormick.
MOBILE, Ala.....	Ladies' Sea. Friend Society..	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " " " "	" " " " " "
HONOLULU, S. L.....	Honolulu " " " " " "	Mrs. Crabbe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl street.....	Epis. Miss. Soc'y for Seamen	Charles Blake.
334 & 336 Pearl street.....	Private.....	" " " " " "
4 Catharine Lane, (colored).....	do.....	G. F. Thompson.
45 Oliver street.....	do.....	Christ. Rowman.
66 do do.....	do.....	Charles G. Auffarth.
BOSTON, N. Square, "Mariners House"	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.	Davd Isley.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc'y	Edward Kirby.

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LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison st.	New York Port Society.....	Rev. E. D. Murphy.
Cor. Water and Dover streets.....	Mission " " " " " "	" " " " " "
275 West street.....	" " " " " "	" B. F. Millard.
Foot of Pike street, E. R.....	Episcopal Miss. Society.....	" Robt. J. Walker.
Foot of Hubert street, N. R.....	" " " " " "	" H. F. Roberts.
Open air Service, Coenties Slip.....	" " " " " "	" " " " " "
Swedish and English, pier 11, N. E.	Methodist.....	" O. G. Hedstrom.
Oliver, cor. Henry street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market sts.....	Sea and Land, Presbyterian.	" E. Hopper, D. D.
BROOKLYN, 8 President street.....	Am. Sea. Friend Society..	" E. O. Bates.
BUFFALO.....	" " " " " "	" O. Helland.
ALBANY, Montgomery street.....	Methodist.....	" P. G. Cook.
BOSTON, cor. Salem and N. Bennet sts.	Boston Sea. Friend Society..	" John Miles.
North Square.....	Boston Port Society.....	" S. H. Hayes.
Cor. Commercial and Lewis streets	Baptist Bethel Society.....	" Geo. S. Noyes.
Richmond street.....	Episcopal.....	" H. A. Cooke.
PORTLAND, ME. Fore st. nr. Custom H.	Portland Sea. Frnd Soc'y	" J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden st..	Prov. Sea. Friend Society..	" F. Southworth.
NEW BEDFORD.....	New Bedford Port Society..	" O. M. Winchester.
PHILADELPHIA, cor. Front & Union sts.	Presbyterian.....	" J. D. Butler.
Cor. Shippen and Penn streets.....	Methodist.....	" Vincent Group.
Catharine street.....	Episcopal.....	" William Major.
Front St. above Navy Yard.....	Baptist.....	" W. B. Erben.
BALTIMORE, cor. Alice and Anna streets.	Seamen's Un. Bethel Soc'y..	" Joseph Perry.
Cor. Light and Lee streets.....	Baltimore, S. B.....	" Francis McCartney
NORFOLK.....	American & Norfolk Sea. } Friend Societies " " " "	" R. R. Murphy.
CHARLESTON, Church, nr. Water street	" " " " " "	" E. N. Crane.
SAVANNAH.....	" " " " " "	" Wm. B. Yates.
MOBILE, Church street, near Water...	" " " " " "	" Richard Webb.
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American Seamen's Friend Society.

Organized May, 1823—Incorporated May, 1833.

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